



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

Legislative Analysis

Regional Transportation Committee

Thursday February 10, 2005

9:30 AM

Commission Chamber

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Commission Auditor

111 NW First Street, Suite 250
Miami, Florida 33128
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LEGISLATIVE ANALYSIS

RESOLUTION RELATING TO A PUBLIC INVOLVEMENT PLAN (PIP) IN ALL CONSTRUCTION CONTRACTS

Commissioner Sally A. Heyman & Commissioner Carlos A. Gimenez

I. SUMMARY

This resolution directs the County Manager to develop a Public Involvement Plan (PIP) process, modeled after a similar plan instituted by the Florida Department of Transportation (FDOT), for all construction projects and Joint Participation Agreements in excess of \$1 million, which may have an impact on the neighboring community.

II. PRESENT SITUATION

FDOT implemented a PIP in order to address community concerns in response to the roadway improvement project along SW 8th Street in Little Havana.

In accordance with the Federal Transportation Administration's (FAT) policies, some counties utilize their Metropolitan Planning Organization's (MPO) Public Involvement Processes (PIP) regarding transportation projects.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires the metropolitan transportation planning process include a proactive public involvement process in transportation planning and programming in urbanized areas. Public involvement in transportation investment is central to accomplishing the vision of ISTEA. As Metropolitan Planning Organizations have increased authority relative to the programming of federal transportation funds and increased planning responsibilities under ISTEA, this process for public involvement must provide complete information, timely public notice, and support continuing involvement of the public in developing plans and programs.

The Miami-Dade County MPO currently provides for a Public Involvement Process related to large projects. However, this process focuses more on the planning of projects than on the continuous dissemination of support throughout the actual construction phase of the project.

III. POLICY CHANGE AND IMPLICATION

The PIP process may help to keep the community informed and involved throughout the entire planning and construction process.

Weekly meetings, field offices, e-mailings, or other means of disseminating information to the community may help to diffuse concerns associated with misinformation, rumors, timelines, or a general lack of knowledge as to the benefits of each project.

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In researching Public Involvement Plans in other states and communities, the most common reason these plans were developed was for public input during the planning stages of large projects.

This resolution seems to take the PIP process a step further by continuing the support services through the construction phases of the projects.

IV. ECONOMIC IMPACT

The annual Fiscal Impact of this type of program is indeterminable.

The fiscal impact associated with this type of plan is dependant on the number of projects, per year, the time and scope of each project, and the extent of the plan offered by the County Manager.

V. COMMENTS AND QUESTIONS

None

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

***RESOLUTION EXTENDING COMMERCIAL PAPER PROGRAM AND AUTHORIZING
COMMERCIAL PAPER NOTES FOR AVIATION DEPARTMENT***

Finance Department

I. SUMMARY

This resolution would allow for an extension of the existing Commercial Paper Program within the Miami-Dade Aviation Department (MDAD) until August 1, 2005.

II. PRESENT SITUATION

On July 25, 2000, the Board of County Commissioners adopted Resolution R-777-00, which authorized the County to enter into a commercial paper program (not to exceed \$400 million) as a source of short-term loan funding during the construction phase of the Aviation Capital Improvement Program (CIP).

Commercial paper is an unsecured obligation issued by a corporation, government agency or bank to finance its short-term credit needs.¹ A letter of credit is necessary to take out commercial paper notes (Notes) in the event that the Notes are not timely remarketed or the County is unable to issue its Aviation revenue bonds when required to repay the principal of the Notes. The current Commercial Paper Authorization Expires on August 1, 2005.

III. POLICY CHANGE AND IMPLICATION

The extension of the commercial paper program will allow MDAD to use a short term funding solution to bridge a gap in funding towards the MIA/CIP until the Department is ready to issue more bonds.

Bond Issuance and Commercial Paper Programs are common practice when undertaking large construction programs. Often proprietary departments, such as MDAD and WASD, issue bonds in order to enable themselves to undertake long term expensive projects. This practice allows the departments to put up large amount of money up front, and pay off the debt service on those bonds with fees generated within each department.

IV. ECONOMIC IMPACT

There are usually savings involved in the utilization Commercial Paper with regards to interest payments. In previous years, the County has realized better (lower) interest rates on the issuance of Commercial Paper than if the County would have financed the same amount through the issuance of bonds.

V. COMMENTS AND QUESTIONS

None.

¹ Investor Words website www.investorwords.com

LEGISLATIVE ANALYSIS

EXECUTION OF A JOINT PARTICIPATION AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION TO PROVIDE STATE FUNDING FOR THE INSTALLATION OF CANOPIES OVER THE ESCALATORS AND STAIRWAYS OF INNER LOOP METROMOVER STATIONS

Miami-Dade Transit

I. SUMMARY

This resolution would authorize Miami-Dade Transit (MDT) to enter into a Joint Participation Agreement (JPA) with the Florida Department of Transportation (FDOT) in order to access \$1 million in funds from the Transit Urban Capital Program.

These funds will be used, in conjunction with local funding from the PTP Surtax, for the installation of canopies over the escalators and stairways at Metromover Inner Loop Stations.

II. PRESENT SITUATION

The State of Florida has already approved the grant for MDT upon execution of a JPA.

There are currently no canopies at these stations.

On October 7, 2003, the Board of County Commissioners approved a list of Miscellaneous Capital Improvement Projects eligible for funding from the PTP Surtax. Among the projects on this list was \$12 million for Station Refurbishments.

III. POLICY CHANGE AND IMPLICATION

Accessing State and Federal grants is consistent with County Policy.

The Detail provided by Miami-Dade Transit regarding "Station Refurbishments" did not include canopies at Metromover Stations. (SEE ATTACHMENT)

IV. ECONOMIC IMPACT

The total project cost is estimated at \$4 million.

Although this agenda item details \$1 million from PTP and \$1 million from FDOT, MDT anticipates a supplement to this JPA for FY 2005-2006 for at least another \$1 million from the PTP.

V. COMMENTS AND QUESTIONS

Attachment 1: Description of Station Refurbishments provided by MDT on October 7, 2003.

Initials TG

Last update: 2/09/2005

Attachment 1

• Station Refurbishments (\$12,000,000)

Twenty-one (21) of the existing Metrorail Stations are over 18 years old. With continuous use, high traffic, direct exposure to outdoor elements, and standard life cycle, deterioration has led to the stations being in a serious state of disrepair. For the convenience of MDT's riding public and to protect the County's large monetary investment in the stations, work to refurbish these facilities should be undertaken as soon as possible. Specifically, station equipment, air conditioning, plumbing and fire protection systems, landscaping, and other appurtenances such as tile, doors, concrete surfaces, paved areas, protection grilles, drinking fountains, etc. need to be upgraded, replaced, refurbished, renovated, or restored. Metrorail Station Refurbishing Action Plan Objectives are:

- a. Replacement of all doors that are rusting or have been damaged.
- b. Refurbishment of restroom facilities will include fixtures, tiles and associated plumbing lines in order to provide functional and pleasing environment, which meets ADA requirements.
- c. Repair all concrete, asphalt and tile surfaces within Metrorail Stations to provide a safe and level surface for pedestrians, which will also meet ADA requirements.
- d. Repair or replacement of HVAC units that provide ventilation/cooling to operational equipment.
- e. Remove and reseal all expansion joints.
- f. Repair and/or replace all skylights.
- g. Repair and/or replace all passenger benches.
- h. Repair all parking lot surfaces and repaint parking stripes.
- i. Replace all damaged metal cabinets.
- j. Coordinate the replacement of damaged station signage to provide clean and clear information to transit riders and to meet all regulatory requirements such as ADA.
- k. Repair and/or replace all station drinking fountains.

LEGISLATIVE ANALYSIS

*PROFESSIONAL SERVICES AGREEMENT TO PROVIDE FINAL DESIGN SERVICES
FOR THE MIAMI INTERMODAL CENTER (MIC)/EARLINGTON HEIGHTS
CONNECTOR, CONTRACT NO. TR05-EHT-PE*

Miami-Dade Transit

I. SUMMARY

This Resolution recommends the approval of a Professional Services Agreement (PSA) with URS Corporation Southern (URS) to act as consultant on the 2.6 mile MIC/Earlington Heights Connector Metrorail project.

URS will provide preliminary engineering, final design services, inspection and engineering services, as well as act as construction manager on this project.

II. PRESENT SITUATION

The State of Florida has pledged \$100 million towards this project. The remaining cost of \$240 million will be funded from the PTP Surtax.

Six (6) companies responded to the Notice to Professional Consultants (NTP). Five (5) of these companies were found to be both responsive and responsible bidders. The selection committee ranked URS as the top respondent.

URS has provided similar consulting services for Miami-Dade County on the Miami International Airport (MIA) Fourth (4th) Runway project and is currently the County's Prime Consultant/Construction Manager for the Performing Arts Center.

III. POLICY CHANGE AND IMPLICATION

None

IV. ECONOMIC IMPACT

\$17,929,994

The funding breakdown for this project is: 70% PTP / 30% FDOT.

V. COMMENTS AND QUESTIONS

Attachment 1: Table of current Consulting Contracts for Metrorail Corridors.

Attachment 2: *Miami Herald* Article on Consulting Contracts

Attachment 1

Project	Consultant	Services	Amount
North Corridor	Parsons Transportation Group (PTG)	Preliminary Engineering Design Services	\$13 million
East/West Corridor	HNTB Corp.	Preliminary Consultant and Engineering Services	\$29.9 million
MIC/ Earlington Heights	URS Corp.	Preliminary engineering, final design services, inspection and engineering services, as well as act as construction manager	\$17.9 million
* Master Program Consultant	Parsons Brinkerhoff Quade & Douglas	Coordination of all projects	\$84 million
		Total	\$144.8 million

* Has not been approved by the BCC yet.

Attachment 2

Miami Herald, The (FL)

December 2, 2004

'SUPERCONSULTANT' PICKED FOR METRORAIL

Author: LARRY LEBOWITZ, llebowitz@herald.com

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Article Text:

One of the nation's largest engineering firms Wednesday emerged victorious in the fight to become Miami-Dade County's Metrorail expansion "superconsultant" in a deal that could be worth up to \$84 million over the next seven years.

A county selection committee Wednesday recommended a team of 15 firms headed by Parsons Brinckerhoff Quade & Douglas to help Miami-Dade Transit make the first substantive additions to the underperforming rail system since it opened two decades ago.

Before they could win the package, however, Parsons Brinckerhoff executives had to assure committee members that high-profile problems they had suffered with public jobs in Boston, St. Louis and Los Angeles were isolated, complicated situations - and that no one who worked on those projects would wind up working in Miami-Dade.

COMMISSION VOTE

If the county commission agrees to the panel's choice, Parsons Brinckerhoff will provide Transit with additional staff to help engineer, design, inspect, acquire rights-of-way, mitigate environmental damage along the proposed new rail corridors and try to persuade federal bureaucrats to pony up billions of matching dollars to pay for the program.

The proposed Metrorail expansion - and the consulting contract - is made possible by the passage in 2002 of a half-cent sales tax for mass transit.

"Our team can help you tremendously in safeguarding the public trust," William Anido, Parsons Brinckerhoff's leading executive in Miami, said minutes before his firm was picked.

County Manager George Burgess will now negotiate the contract terms and bring them to the county commission for consideration by late spring.

ISSUE FOR ALVAREZ

The decision comes at a time when new Mayor Carlos Alvarez says his highest priority is taking power over contract awards away from the county commission.

Surface Transportation Manager Carlos Bonzon says he worked with the Inspector General's Office to keep overt lobbying out of the process.

Bonzon tried to structure the transit contract to assure that Miami-Dade maintains complete control over the consultants and avoids a repeat of the lobbying and minority set-aside controversies that have dogged a similarly large contract with Dade Aviation Consultants at the airport.

The eventual selection of Parsons Brinckerhoff - and its team members, including DMJM/Harris, Spillis Candela, PBS&J and EAC Consulting - was virtually uncontested.

Three other teams originally competed for the contract. Two teams were eliminated by county staff at the outset, for failing to comply with the extensive proposal requirements, minority hiring thresholds and background checks.

The only other serious competitor, the second team of 22 firms headed by the similarly named but unrelated Parsons Transportation Group and engineering giant URS, bowed out Nov. 14 after both firms landed other lucrative Metrorail contracts.

Parsons Transportation will be lead designer on the proposed \$1 billion North Corridor that would run up Northwest 27th Avenue from Martin Luther King station to the Broward line near Pro Player Stadium.

URS landed the same role for the already funded \$260 million Metrorail spur that will be built from Earlington Heights station to the Miami Intermodal Center under construction near the airport.

SOME CONTROVERSIES

Parsons Brinckerhoff has a solid local reputation, but has run into serious, well-documented controversies with the \$14.6 billion Big Dig project in Boston, two transit projects in Los Angeles and a rail expansion in St. Louis that led to dueling lawsuits.

Anido and Parsons Brinckerhoff President William D. Smith thoroughly defended the firm's reputation, giving the selection committee a detailed explanation of their version of exactly what went wrong in all three communities.

Bonzon and Miami-Dade Transit Director Roosevelt Bradley said they were satisfied.

"I have no problem recommending this firm to take us into the future," Bradley said.

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